

Imagine Bloomington

Public Input Workshop Summary – Group 3 Goals (9/12/2013) Monroe County Public Library

Group 3 Goal Topics: Economic and Sustainable Development, Government Services and Transportation

Total Workshop Attendance: ~40

Voting Summary*:

<i>Goal</i>	<i>Strongly Disagree</i>	<i>Disagree</i>	<i>Neutral</i>	<i>Agree</i>	<i>Strongly Agree</i>
<i>1</i>	0	0	0	6	29
<i>2</i>	0	1	2	2	16
<i>3</i>	0	2	2	4	9
<i>4</i>	6	0	1	3	17
<i>5</i>	0	1	1	1	7
<i>6</i>	0	0	1	0	43
<i>7</i>	0	0	0	2	24
<i>8</i>	0	0	4	3	13
<i>9</i>	0	1	2	4	4

*** Not all of the meeting attendees participated in the voting exercise. Also, for those that did vote, they may not have voted on each individual goal or could have used multiple votes for an individual goal(s).**

Group Discussion Summary

Goal 1: *Increase transit ridership for all members of the community with more emphasis on cross-town services, higher frequency services, and improved passenger amenities.*

Goal 1 Discussion:

- Need to have free transit service or low cost for increased access
- Increase spending for increased frequency of service (shorter times between busses) and increased hours and days of transit service available

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- Cross-town service routes is important for many users
- Provide service to more areas of the community
- Bicycle exchange programs is an alternative

Goal 2: *Regardless of mode choice, reduce the annual transportation related crash rates and increase the ability to access and move throughout the transportation network safely.*

Goal 2 Discussion: (not discussed)

Goal 3: *Frequently utilize education, social media, promotional events, advertisements, and other outreach methods to both inform and specifically target users on viable transportation choices other than the single-occupancy automobile.*

Goal 3 Discussion:

- Obvious goal and is not the problem
- People are educated and know where and who are excluded from choices
- Should focus on services provided

Goal 4: *Support corporate headquarter attraction and retention to further broaden the local employer base and workforce.*

Goal 4 Discussion:

- Who are we focusing on? Values and priorities of economic development is to improve our community
- There are lots of other kinds of community wealth than this goal considers
- Don't want corporations
- Need good paying jobs
- Create a good city and they will come
- Local business – use what we have.
- The decline of peak oil production will focus economic development on local business

Goal 5: *Build, train, and strengthen our workforce that can meet the emergent employment opportunities of modern manufacturing, healthcare and life sciences, and information technologies.*

Goal 5 Discussion:

- Previous point of influence (goal 4) does not set the stage
- Not a city of modern manufacturing
- What are emergent employment opportunities?
- Previous GPP resulted in things for low income people and this should reflect the same trend.

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- Low income and homeless forced out of downtown area/Bloomington and hostilities towards the homeless is high – they are the most vulnerable and need basic assistance.

Goal 6: *Emphasize community character and quality of life in all areas of the community as the core principles guiding economic development.*

Goal 6 Discussion:

- Great local involvement gives us the power
- This can mean anything
- Put quality of life before character
- Luxury problem and not a high priority – take care of basic needs first

Goal 7: *Optimize energy efficiency and delivery of government services to reduce operating costs and environmental impacts while sustaining high levels of service.*

Goal 7 Discussion:

- Look at the basics of energy conservation
- Buy/produce our own energy – can be more sustainable
- Clean energy

Goal 8: *Provide a wide range of gold medal recreational park facilities throughout Bloomington.*

Goal 8 Discussion:

- This is our future?
- Not enough money
- Too vague
- More small green spaces – every four blocks should be a small park
- Greenspace today should proclaim it will be here 100 years into the future so everyone can count on it (like in Boulder, CO)
- Do not over-develop the switchyard
- Design parks spaces so they have a purpose – even places to offer relief from modern technology (tech free zone or nature only)
- Expand the park system
- Improve access into all parks

Goal 9: *Provide consistent levels of police, fire, and public utility services throughout Bloomington without any service level gaps for both older and new areas of the community.*

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Goal 9 Discussion:

- Homeless and aging population are better served in the downtown area
- Low income does not equate into service area gaps for most government services
- Utilities subsidized by the City

General Discussion Regarding the Goals

Note: Much of the meeting discussion time was focused around concerns that the ImagineBloomington process was not open to new ideas, opinions, and new goals. Questions and concerns over process, accountability, and workshop materials on the draft goals were expressed. Some felt the draft goals were not addressing issues over the homeless and policing policies. Staff explained the process, provided ImagineBloomington resources on past, current, and anticipated activities, as well as explained other means to participate if the workshop format was not amicable to their expectations.

New Goal Idea Submissions

Note: votes indicated are for ones written on posters – no votes were tabulated for written submissions

- Free bussing for all (8 votes)
- Abolish public hours on parks and recreation areas (6 votes)
- Increase public awareness around homeless targeting by police (4 votes)
- Support educational and cultural works projects – corporations bring their own skilled workers (1 vote)
- Reduce police department funding (12 votes)
- Transfer funds from police department and jails to services for low income (12 votes)
- Open undeveloped lots to be reclaimed by the public (6 votes)
- Increase/protect green spaces within the city core and improve spaces for communal play (22 votes)
- Keep Bloomington a friendly aging community for the future – community for a lifetime (2 votes)
- Reverse/prohibit the over-policing of the poor and the criminalization of poverty (zero votes)
- Provide a safety net ensuring basic shelter, nutrition, and healthcare to eliminate homelessness and the damage to human rights it causes (8 votes)
- Goal of exceeding ASHRA standards – like 10%
- Support job growth of all types not just those listed
- Ensure that community members have access to adequate amounts of affordable, healthful, local, and sustainably produced food
- Ensure that community members have opportunities to produce, process, sell, purchase, and consume local foods of their choosing

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- Keep Bloomington an “Friendly-Aging” community in the future – community for a lifetime
- Development of communities for a lifetime, including wise nurturing of the elderly population, encouraging participation of elders in city life
- Increase/protect green spaces within the city core
- Improve public spaces for communal sharing and quality of life/beauty/play
- Have a true senior center in an accessible place (the basement rooms in Twin Lakes are not a true senior center nor are accessible – busy road has to be crossed to access the bus). This center needs to have creative activities and should be a government service.
- Zero homelessness through increased taxation of the rich
- Alternatives to corporations: facilitate micro loans for small local businesses
- Increase funding for restorative justice

General Comments (written)

- Public process is not designed to truly get input from the diversity of Bloomington’s population. The workshops seem to have been very homogeneous with the same people participating. Is the process really the voice of a vocal minority?
- This is more of a tactic than a goal, but I think it could help bus ridership if the smart-phone app data available to all by having “retired” cell phones/i pods permanently stationed at bus stops for those without smart phones to know when to expect the bus to arrive.
- Sustainable – you need alternative to simply tax or fee for trash removal (e.g. reduce trash yet how the fee encourages more trash) be more consistent. Consider small trash, eco-compost devices, neighborhood compost, reduce stream of trash - find positive methods.
- Architecture – try more diverse style – current red brick and mortar (limestone lentil) too boring. No relief of get back from set back – need more buffer to grow plant zones.
- Perhaps a step was missed when moving from vision statement to goals
- Process is really favoring the opinions of the Steering Committee
- Include surveys with more specific information, questions, and a place to comment
- Need to focus on other areas of the City (other than the downtown) and is missing from much of the discussion.
- City provides project by project support for affordable housing, but still hasn’t developed any mechanism for addressing the issue systematically through inclusionary housing legislation or other alternatives. Planning does not appear as all rational with reference to this issue generally and specifically the sitting of the bus depot. This is flabbergasted given the nice social service agencies, business development, and school nearby – all affected.
- Concern – general use of land diminishing green space, canyon-ization, changing feeling and nature of our core.

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- Major concern – need a focus on employment for the unskilled workers.
- I want senior and low income people to be considered - not just the affluent. I keep thinking ordinary people aren't considered important.
- The arts are one of Bloomington's resources and assets. In 2011, \$72 million came through Bloomington because of the arts. I would like to see regular dialog between commerce and the arts. The Arts Alliance of Greater Bloomington meets monthly with representatives of each art genre, dance, theater, music, writers, visual arts, and festivals and producers. We need a couple local business representatives to join us. We are also developing a multi-genre artist directory as a resource, combined with a listing of businesses that support the arts.
- Sustainability is support local business, local arts, and recycling our money in town for low income – more sheltered workshop opportunities to help people help themselves.
- Those parking meters are just too much! They should cost less or only be 8-5.
- We are well along in planning for alternative transportation and fuels, like natural gas vehicles in the short term and people movers etc. in the long term. Adapting the "law lane"/10th Street paired two-way route will allow hybrid and long buses to by-pass the RR underpass on 10th. We have not yet begun to wrap our minds around how we will adjust to the quantum shift that I-69 will bring by dividing Bloomington and dealing with outside monied interests that will insist on dropping cookie cutter one size fits all designs that we will detest. Read Cracker Barrel aesthetics, truck stops, porn shops, and other filth. What do we want to see around the I-69 interchanges? How do we refine the way that INDOT will provide to get from one side of I-69 to the other?
- The city appears to run on pleasing the student community (mall is virtually for all young people) services (booze and entertainment).
- Diversify the economy is crucial to sustainability – without Cook, where would Bloomington be...
- Applaud recruiting corporate HQ – will be challenging making Bloomington an attractive community for industry = high leverage part of attracting
- Avoid using the term "transit" if you mean "bus service" – I agree with the goal of improving bus service, but I would like the goal to go on to "improve active transportation (walking and biking). This would be better than "balance" which is an ambiguous word.
- On providing "information" for active transportation, the best information is provided by infrastructure itself. GPP should declare support for streets that communicate safe and attractive use by strollers, walkers, bikers, and kids playing.
- I agree with a GPP focus on spending transportation improvement dollars to improve safety as an overarching goal.
- Look to Portland, Oregon and Boulder, Colorado for good examples. Sunday's Open Streets initiative is a great start!
- We need an opportunity to be truly sustainable
- Income – integrated housing

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- Private –public partnerships to create a range of employment opportunities for the range of capacities in the population
- Affordable public transportation
- A clear route for public input
- The bus routes need to be changed from a loop to a back and forth on the routes. Sunday busses.
- Remove parking meters – a tax is what it is.
- Public safety – patrol downtown, Kirkwood especially, to get rid of skateboards on Kirkwood and any sidewalks, and bikes on sidewalks.
- Make sure “gold medal” parks and recreation include seniors and disabled.
- The homeless must be sheltered year round.
- I’m not sure what #6 draft goal means – “community character”? That the folks on W. 3rd get to have all those traffic circles and the BPNA area that requested traffic calming got alternate sides parking on three blocks – sounds like favoritism. So “quality of life” – we all have our streets sweeper or plowed equally? Hope so. Fraternities don’t get built in the majority of residential areas.
- You see it really bothers me the seniors and those experiencing homelessness don’t really get high attention.
- Serious focus on employment opportunities and economic development for people with all skills – better jobs.
- Imagine Bloomington as global warming almost inevitably continues. One way to mitigate effects of increased solar radiation intensity locally would be to require all new roofs, whether replacements or on new buildings, to be light in color. Some people might say that dark roofs would help to heat homes in the wintertime even if they make homes hotter in the summer. Meteorologists tell me that the amount of solar energy received on a typical midsummer day in Bloomington is about twice what’s received on a typical midwinter day. This results both from higher solar intensity and greater day length in the summer. So solar radiation absorbed by roofs is of greater importance in the summer than in the winter. Requiring light colored, highly reflective, roofs would be useful for at least three reasons (1) It would help to moderate the vicious cycle in which buildings with dark roofs require greater use of air conditioning, that requires more power generated by burning coal and natural gas, that causes more carbon dioxide to be emitted into the atmosphere, and that increases global warming, leading to more use of air conditioning. (2) It would help to mitigate the heat island effect in Bloomington, which is partly caused by airflow over roofs heated by the sun. Thus, other things being equal, a town with light colored roofs would stay cooler in general than a town with dark colored roofs. (3) It would be helpful to building owners by keeping their air-conditioning costs lower. For these reasons, I suggest that the city should put requirements in place for all new roofs, whether on new buildings or replacements on old ones. There may be some developments with existing covenants that require dark-colored roofs. I understand that covenants take precedence over city ordinances. However, it might be possible to work with neighborhood organizations to have covenants changed. Certainly light roofs could be required in all Planned Unit

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Developments. If requiring light colored, reflecting roofs is found to be infeasible, then ways should be sought at least to encourage their use, and to discourage the use of dark, radiation-absorbing roofs.

- I'm increasingly frustrated at having no choice but to allow encroachments onto the right of way of boring brick buildings that leave no room for green space on the lots which are being developed. The gradual impact of this is a canyonization that might be attractive in a huge city (New York) but not any where else that I know of, and certainly is gradually eroding the "green" feeling that has been a feature of Bloomington, even downtown, and which has made our town attractive to many. I fear that we have inadvertent—unintended consequences of the UDO which are really leading to an unpleasant city scape. I have fought for years for more green space, and so have many others. I am really a bit depressed by the way things are going. This is not to say that we don't need, and of course couldn't prevent the many student apartment buildings that are springing up, but the unrelieved brickness and closeness of a single demographic is neither aesthetically nor sociologically pleasing to many. What do we do about that?
- I don't see that this is exactly a matter of a granny flat, but the topic is volatile, and bears attention. The first draft planning goals workshop in May, which I attended along with other NWSNA members, proposed some goals that I thought relevant: Goal 4, about adopting an affordable housing plan, and supporting it with planning and incentives; Goal 6, about encouraging and empowering the neighborhood associations to participate in such community issues; and Goal 8, about areas that could use "guidance" and attention to details. The idea of granny flats raises strong emotions and important issues. This seems to me to be a good opportunity to look closely at the issue, both on the part of your department and on our side, with an intent to support the core neighborhoods. I'd like to see the GPP embody a commitment to affordable housing, and to housing for elders.
- How can the comprehensive plan reflect and anticipate the impact of I69?
- The workshop process, while having natural constraints, does seem inherently flawed based on the length of initial comments from the public.
- Transport – I'm relatively new to the area, live on the Near West Side, and primarily travel by foot in central Bloomington. There appear to be major problems and missing pedestrian infrastructure in the neighborhoods fringing downtown and on the edges of campus. Generally, there should be a study mapping existing pedestrian thoroughfares and problem points, and action to address these with crosswalks, stoplights etc. Specifically, safety measures for pedestrians need to be improved at 6th and Rogers, 8th and/or 9th and College and Walnut and possibly Lincoln and Washington, 6th and Indiana, Kirkwood between Rogers and Adams, 3rd and on the south side of campus. If these are improved it will help avoid crashes and encourage more people from those areas to travel by foot more often.
- Goal #3: rather than “persuasion” reduce single-occupancy auto use by design – increase appeal of other modes and make it harder to park.
- Goal #6 is too broad to be useful. Would anyone disagree?

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- Bus service on Sundays!
- Commitments by major employers to honor a moral code to their practices – IU would be too embarrassed to convert employees to temps to avoid paying for health insurance – that is economic development.
- We need more buses cross-town so people don't have to transfer at the downtown station ever even on relatively short trips (it has been said before, but needs underlining).

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